

OIB - HU-25C Guardian #524 08/29/16 Science Report

Aircraft:

[HU-25A Guardian #524](#) ([See full schedule](#))

Date:

Monday, August 29, 2016

Mission:

OIB

Mission Location:

Kangerlussuaq, Greenland

Mission Summary:

Mission: Falcon Southeast Coastal B (priority: high)

This mission is one of two (along with Southeast Coastal A) which are designed primarily to re-fly the "Southeast Coastal" mission from Spring 2016. These two flights work together in an interlaced (working upward from the coast) manner. This particular flight concentrates on the second and fourth lowest of the coast-parallel lines. The two IceSat-1 lines in the far south were removed from this flight plan due to aircraft circumstances which limited range.

With clouds encroaching into east-central Greenland from the north and some morning fog persisting along the southwest coast, we selected the southeast coast as our best option for this afternoon's flight. We encountered some limited bands of cirrus along the northern portions of this flight, and this caused us to drop our altitude from 28,000' to 26,000'. On the return westbound leg into Kangerlussuaq we encountered extensive altostratus clouds which we could not drop below, and lost most of the line as a result. Overall we successfully collected data along 85% of the route.

All instruments performed well.

Data volumes:

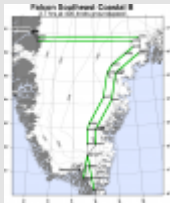
CAMBOT: 7 Gb images

Narrow Swath ATM: 30 Gb

FLIR: 6.0 Gb

Images:

Map of Southeast Coastal B



[Read more](#)

Ikertivaq Glacier



[Read more](#)

Rimfaxe and Guldfaxe Glaciers



[Read more](#)

Submitted by:

John Sonntag on 08/29/16

Related Flight Report:**HU-25A Guardian #524 08/29/16****Flight Number:**

OIB 2016 on HU-25 #19

Payload Configuration:

ATM

Nav Data Collected:

No

Total Flight Time:

3.5 hours

Submitted by:

Richard Yasky on 08/29/16

Flight Segments:

| | | | |
|---------------------------|--|----------------|------------------|
| From: | BGSF | To: | BGSF |
| Start: | 08/29/16 15:27 Z | Finish: | 08/29/16 18:55 Z |
| Flight Time: | 3.5 hours | | |
| Log Number: | 16F003 | PI: | Nathan Kurtz |
| Funding Source: | Thomas Wagner - NASA - SMD - ESD Cryosphere & International Polar Year | | |
| Purpose of Flight: | Science | | |
| Comments: | Southeast Coastal B route shortened due to forecast low clouds on the extreme southern tip. Most of the route flown at FL260. Flight was also shortened due to airfield operating hours. Data coverage was estimated at 80% with most of the final E-W transect being in IMC conditions down to FL140. | | |

Flight Hour Summary:

| | |
|---------------------------------------|---------------|
| | 16F003 |
| Flight Hours Approved in SOFRS | 121.25 |
| Total Used | 126.9 |
| Total Remaining | -5.65 |

16F003 Flight Reports

| Date | Flt # | Purpose of Flight | Duration | Running Total | Hours Remaining |
|-------------------------------------|-----------------------|-------------------|----------|---------------|-----------------|
| 06/29/16 | OIB 2016 on HU25A ICF | Science | 2 | 2 | 119.25 |
| 07/11/16 | OIB 2016 on HU25A #1 | Ferry | 2.6 | 4.6 | 116.65 |
| 07/11/16 | OIB 2016 on HU25A #2 | Ferry | 2.5 | 7.1 | 114.15 |
| 07/11/16 - 07/12/16 | OIB 2016 on HU25A #3 | Ferry | 2.2 | 9.3 | 111.95 |
| 07/12/16 - 07/13/16 | OIB 2016 on HU25A #4 | Ferry | 2.6 | 11.9 | 109.35 |
| 07/13/16 | OIB 2016 on HU25A #5 | Science | 3.4 | 15.3 | 105.95 |
| 07/14/16 | OIB 2016 on HU25A #6 | Science | 3.5 | 18.8 | 102.45 |
| 07/15/16 | OIB 2016 on HU25A #7 | Science | 3.7 | 22.5 | 98.75 |
| 07/19/16 - 07/20/16 | OIB 2016 on HU25A #8 | Science | 3.6 | 26.1 | 95.15 |

| | | | | | |
|--------------------------|-----------------------|---------|-----|-------|-------|
| 07/20/16 | OIB 2016 on HU25A #9 | Science | 3.4 | 29.5 | 91.75 |
| 07/21/16 | OIB 2016 on HU25A #10 | Science | 3.6 | 33.1 | 88.15 |
| 07/22/16 | OIB 2016 on HU25A #11 | Ferry | 3.9 | 37 | 84.25 |
| 07/22/16 | OIB 2016 on HU25A #12 | Ferry | 3.2 | 40.2 | 81.05 |
| 07/22/16 | OIB 2016 on HU25A #13 | Ferry | 2.1 | 42.3 | 78.95 |
| 08/23/16 | OIB 2016 on HU-25 #14 | Science | 2.3 | 44.6 | 76.65 |
| 08/25/16 | OIB 2016 on HU-25 #15 | Ferry | 3.2 | 47.8 | 73.45 |
| 08/25/16 | OIB 2016 on HU-25 #16 | Ferry | 2.2 | 50 | 71.25 |
| 08/27/16 | OIB 2016 on HU-25 #17 | Science | 3.7 | 53.7 | 67.55 |
| 08/29/16 | OIB 2016 on HU-25 #18 | Science | 3.8 | 57.5 | 63.75 |
| 08/29/16 | OIB 2016 on HU-25 #19 | Science | 3.5 | 61 | 60.25 |
| 09/01/16 | OIB 2016 on HU-25 #20 | Science | 3.4 | 64.4 | 56.85 |
| 09/02/16 | OIB 2016 on HU-25 #21 | Science | 3.8 | 68.2 | 53.05 |
| 09/02/16 | OIB 2016 on HU-25 #22 | Science | 3.8 | 72 | 49.25 |
| 09/05/16 | OIB 2016 on HU-25 #23 | Science | 0.6 | 72.6 | 48.65 |
| 09/06/16 | OIB 2016 on HU-25 #24 | Science | 3.5 | 76.1 | 45.15 |
| 09/09/16 | OIB 2016 on HU-25 #25 | Science | 3.5 | 79.6 | 41.65 |
| 09/09/16 | OIB 2016 on HU-25 #26 | Science | 3.5 | 83.1 | 38.15 |
| 09/10/16 | OIB 2016 on HU-25 #27 | Science | 3 | 86.1 | 35.15 |
| 09/11/16 | OIB 2016 on HU-25 #28 | Science | 3.9 | 90 | 31.25 |
| 09/11/16 | OIB 2016 on HU-25 #29 | Science | 3.7 | 93.7 | 27.55 |
| 09/12/16 | OIB 2016 on HU-25 #30 | Science | 3.3 | 97 | 24.25 |
| 09/12/16 | OIB 2016 on HU-25 #31 | Science | 2.7 | 99.7 | 21.55 |
| 09/13/16 | OIB 2016 on HU-25 #32 | Science | 4 | 103.7 | 17.55 |
| 09/13/16 | OIB 2016 on HU-25 #33 | Science | 2.9 | 106.6 | 14.65 |
| 09/15/16 | OIB 2016 on HU-25 #34 | Science | 3.7 | 110.3 | 10.95 |
| 09/16/16 | OIB 2016 on HU-25 #35 | Ferry | 2.4 | 112.7 | 8.55 |
| 09/16/16 | OIB 2016 on HU-25 #35 | Ferry | 1.7 | 114.4 | 6.85 |
| 09/16/16 | OIB 2016 on HU-25 #35 | Ferry | 1.7 | 116.1 | 5.15 |

| | | | | | |
|--------------------------|-----------------------|-------|-----|-------|-------|
| 09/17/16 | OIB 2016 on HU-25 #38 | Ferry | 2.8 | 118.9 | 2.35 |
| 09/17/16 | OIB 2016 on HU-25 #38 | Ferry | 2.9 | 121.8 | -0.55 |
| 09/19/16 | OIB 2016 on HU-25 #40 | Ferry | 2.5 | 124.3 | -3.05 |
| 09/19/16 | OIB 2016 on HU-25 #40 | Ferry | 2.6 | 126.9 | -5.65 |

Flight Reports began being entered into this system as of 2012 flights. If there were flights flown under an earlier log number the flight reports are not available online.

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Page Editor: Erin Justice

NASA Official: Bruce A.

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